

# ALL ABOUT SKYFLYER FOR ANY PLACE

In the Good Time Coming Everybody From Picnicker to the Pole Hunter Can Be Fitted for Flight—Schools for Aeronauts.

By FREDERIC J. HASKIN.

(Copyright, 1908, by Frederic J. Haskin.) Washington, Oct. 15.—A Berlin company recently effected preliminary arrangements toward organizing an overhead transport company. It was capitalized at \$125,000, and proposed running an aërial line connecting Berlin, London, Paris, Vienna, St. Petersburg, Copenhagen and Stockholm. The faith of the organization is pinned on the success that Count Zeppelin made on the first of July, when he sailed over Switzerland at an altitude of 5,500 feet in his dirigible 35-horsepower balloon. It is estimated that on that trip a crew of 14, the total weight of his outfit was 18,000 pounds and in the 24 hours that he was in the air he covered 100 miles. The success of Zeppelin's ship may dampen the ardor of the company, though its financial backers are said to be the Krupp and reputable bankers.

How many other companies will go early into a novel aërial of international reputation recently declared that the aërial of the aeroplane type will never amount to anything more than a thing for amusement, that it would never reach the realm of real usefulness. It keeps on promising, however, and improving on his own successful machine. A goodly portion of the world does not hold the same opinion. It looks to the future that will fill the heavens with "pilots of the purple twilight, dropping down with costly balaclavas, fancy a thrilling picture of "the nations" airy navies grappling in the central blue." The first week in July signaled the conquest of the air, and the 10 weeks that followed brought further victories. One hundred and five years ago the first balloon ascent in America was made by Blanchard at Philadelphia. Two years later that same intrepid fellow traveled by balloon across the English channel.

**Carriers of the Future.** The world wondered then. It wonders still. The century since Montgolfier's discovery is a century in which there have been many things to marvel at. Invention has been busy and America has given the world the sewing machine, the reaper, the electric light, the trolley, the telegraph, the telephone, the typewriter and the phonograph. Patriotic enthusiasts believe it will be an American who will give the world its successful aërial ship. The same ingenuity that borrowed the idea of the dirigible from a duck's foot, the screw propeller from a fish's tail, the diving bell from a water spider's web, and the parachute from a bird's secret of perfect balancing in the air.

Then will come the skyflyer with schedules that apparently absorb distance as a blotter does ink. The Sky Pilot, the Comet, the Shooting Star, the Meteor and the Star Dust will have their names emblazoned on bulletin boards above skyscrapers, and supersede the Sunset Limited, the Dixie Flyer, the Twentieth Century Limited and the Cannonball of mundane worth that will creep and crawl, tied by gravity to the iron rails, far, far below. The Swallow, the Eagle and the Kingfisher, swinging nearer earth and making closer stops to deliver passengers or packages with impartial discrimination, will take the place of the Locomotive. Accommodation and the Twin Cities ferry. The Sea Gull and the Albatross, lifted far above the angry currents of the earth air, on intercontinental voyages, will look with pity on the Mauretania and other ocean greyhounds that plunge and gasp through the seas.

**Seeing the Earth From the Stars.** The Wandering Pleiad will divorce itself from the system of aerial lines, as did its namesake among the constellations, and become a glorious wanderer in upper air, a tramp, a vagabond, that will know no law but the will of its pleasure-loving masters and travel as recklessly as any tramp schooner at sea, any transcontinental automobile on earth, or any transatlantic aërial canoe of Canadian folk lore. Mastery of the air for slow-moving craft will draw its first patrons from the Seeing-the-Country Airship company. With map on knee and glass-floored boat between him and the world, several hundred—or more—a thousand—feet below, the tourist with glasses in hand can watch the country unroll below him, hill by hill, valley by valley, stream by stream, city by city, in a fashion of which the good fairy tales could never dream. The famous glass-bottomed boats at Catalina island could never offer so wonderful a view as this. Special observation cars fitted for longer and swifter flights will take the tourist of the year 2000 for long cross-country trips.

A wonder world lies up there in the clouds. Those who have gone up by balloon report a picture of their craft thrown on the clouds in prismatic colors, with the perfect circle of the rainbow about it, and tell of the marvels of rain and of snow crystal that the mortal tied to earth has never known. About a year ago the Countess Grace de Caspelle della Spina went by balloon with her husband on a moonlight excursion from Rome, across the Apennines, into a far farm region. She has told of the rush of the wind in their faces as they started, of the city dropping, dropping from their feet until it became a mystery of blinking light below, of the clouds that drifted between them and earth, of the calm of the moonlight above them, and of the music of streams as they slipped over the mountain crests in the stillness of the night.

**Excursionists' Possibilities.** This suggests other excursions, and the inventor of the aërial and the balloon will take outings and excursions from

the province of river steamer and trolley into that of the ship of the skies. It will open a wonderland that the excursionist never knew existed. Cars that will rise high above the city's noise and dust and glare into the coolness above will lift the toilers of the earth into a new world of happiness and rest. The skyflyer will offer many novel possibilities to future theatre patrons. When a play in making a hundred nights' run at New York and a family at Buffalo, or even Chicago, are anxious to see it and do not want to wait until the company is ready to swing around the circle, they can board the highest type of railway engines and find that it could approximate 140 miles an hour. The airship of the new era must make as much, if not more. It places San Francisco so near New York that the very thought is dizzying.

**Poles Will Then Be Found.** These mysterious lands that lie about the north and south poles—the possible Ultima Thule of long-ago writers—await the coming of the airship. By ship of steel, the sacrifice of human life and health, at great financial cost, men have tried time and again to conquer the ice and snow that lie between those lands and ours, but the highest type of railway engines and found that it could approximate 140 miles an hour. The airship of the new era must make as much, if not more. It places San Francisco so near New York that the very thought is dizzying.

**Schools for Aeronauts.** This new method of travel will call for a new technical education. Germany has already a school for aeronauts at Chemnitz, and for a year pupils have been taught the details of balloon making, inflation and guiding. France has no particular school for such work, but instruction and practice in aerostation are given by nine clubs and in connection with military service. For over 30 years France has had balloonists in the army, two years' training being given each. They are taught the value of captive balloons and follow much the same work done at Chemnitz. The United States has done the characteristic thing and has a correspondence school conducted by private parties, with a licensed pilot of the French Aero club at its head, and a staff of instructors in aerostation and aviation.

Prizes aggregating \$132,425 were offered this year for achievements in aerostation. In the coming years prizes will be offered for the most comfortable device for everyday use. One will be the aërial omnibus for carrying children to the central country school, a Utopian condition that will do wonders toward spreading education in remote localities. Postal authorities, merchants and manufacturers, will be glad to pay for the speedy and low priced ships. This low price will come, for an airship line needs no roads with tie and rail overhead, no bridges, no tunnels, and no great annual expenditure for keeping those up. Its pathway is free and untrammeled. Nor will the air line have to purchase right of way if it flies its ships high enough to prevent their being public nuisances. This will minimize the transportation costs more than anything else. Paris declares that in a few years good automobiles, electric cars and trolleys will be made for about \$100 each for the citizens of her territory, because the roads are so good the light autos can be made for less. Airships will be a little like roads, good or bad, and in the poonday of the age of flight who knows but each commuter may have his own machine, be free from interurban travel, and save time, money and nerves?

**PASSENGERS MUST SHOW THEIR TICKETS.** (Special Dispatch to The Journal.) Chicago, Oct. 15.—The rule requiring railroad passengers to show their tickets for inspection before boarding their trains went into effect today on all the railroad lines in Iowa, Nebraska, Missouri, Kansas, Oklahoma, Minnesota and Arkansas. The new rule is not particularly popular with the trainmen, because it means considerable delay in boarding trains, at least until the traveling public and the conductors shall have become thoroughly used to the new system. On the other hand, for new system has the advantage that it will prevent difficulties in paying fares to conductors on trains and will also prevent passengers from boarding the wrong trains or sections of trains. Difficulties with the conductor used to arise frequently when the passengers were required to pay their fare on the train. This has been done away with altogether, as all passengers must produce their tickets before they board the train. From several of the large railroad centers slight delays and confusion have been reported today as a result of the enforcement of the new rule, but the difficulties were not serious, and it is expected the traveling public will soon become accustomed to the new rule.

**AMERICAN CROSS OF HONOR FOR A KING.** (Special Dispatch to The Journal.) Washington, Oct. 15.—For the first time in history the crowned ruler of a European monarch has been honored by being awarded an American order of decoration. The board of governors of the American Cross of Honor association met here today and awarded to Victor Emmanuel III, king of Italy, the cross of honor which will be transmitted to the king in proper form. The king was elected an honorary member of the order last February and accepted the honor by letter on May 31, 1908. The cross of honor is of gold and enamel, has the form of a Maltese cross, the center of which is the American shield, with the letters A. C. H. and the date, 1908 are on the four points. The whole is encircled by a wreath of laurel. An eagle displayed holds the laurel wreath in its beak, and is surrounded from a ribbon of a dark shade of blue.

**Notaries Commissioned.** (Below Bureau of the Journal.) Salem, Oct. 15.—Commissioners at notaries have been named by W. C. Hale, Oregon Pass, and Perry H. Birch, Portland.

## BATTLES FOR OLD IRELAND



John Redmond, Who Is Touring America in the Interest of Home Rule in Ireland.

John Redmond, president of the United Irish league, and leader of the Nationalist party in England, predicts Irish home rule in the near future. He is meeting with a hearty reception wherever he stops among the Irish in America. Vast sums are being raised to assist him in his fight for Ireland's welfare in the English parliament. Mr. Redmond brings to the Irish of America a message of joy over the

results already obtained. Through the efforts of the Nationalist party, Mr. Redmond has succeeded in accomplishing marvelous results during the last four years, since his previous trip to America. He has abolished all forms of coercion by the English in Ireland. Jury trial is now open to the Irish. Free speech no longer is denied. In the last 18 months \$2,000,000 have been obtained for the purpose of erecting decent habitations for the laborers in

the home of the shamrock. Fifty thousand laborer cottages are at present being built. Two thousand evicted tenants have been restored to their homes. \$2,000,000 have been obtained from the British treasury as an annuity for the improvement of Irish school buildings. As part of the old age pension system 70,000 Irish families will get pensions amounting to \$2,750,000 yearly. In addition to this the tax on sugar has been reduced so that the consumer will be benefited to the extent of \$1,750,000. A university has been established for the benefit of the Irish, which will greatly advance the educational standard.

## 60TH ANNIVERSARY OF SUFFRAGISTS

(Special Dispatch to The Journal.) Buffalo, N. Y., Oct. 15.—The fortieth annual convention of the National American Woman's Suffrage association opened today in the Y. M. C. A. hall, with a large attendance of delegates and all of the national officers. The convention was called to order by the president, the Rev. Anna Howard Shaw. The convention, which will continue in session six days, promises to be one of unusual interest and importance to followers of the equal suffrage movement. Exercises will be held in commemoration of the sixtieth anniversary of the first woman's rights convention in the history of the world, which was held at Seneca Falls, N. Y. Another interesting feature of the program will be a session for college women and still another for professional women.

## STRIKERS PREVENT VOTE TO GO BACK

(United Press Leased Wire.) Lynn, Mass., Oct. 15.—By breaking into the hall where the shoe workers were voting on a resolution to end the great shoe strike here and by destroying ballot boxes and ballots, the militant strikers today prevented a formal ratification of the resolution.

The shoe manufacturers had consented to arbitrate their differences with the men with the understanding that the strikers should return to work today. The majority of the workers were anxious to return to work and voted to end the strike, but the minority, mostly foreigners, interfered in time to prevent a settlement.

## DESPONDENT OVER LOSING SWEETHEART

(United Press Leased Wire.) Denver, Oct. 15.—An investigation by the coroner today revealed the fact that Francis Cahill, formerly a newspaper man of San Francisco, who killed himself by turning on the gas in a rooming-house yesterday, committed suicide because the parents of his fiancée forced her to marry a wealthier man. Cahill was the son of Edward F. Cahill, a newspaper writer of San Francisco. He came here recently from Holyoke, Mass., and did not make his identity known to any of the newspaper fraternity of Denver.

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The Columbia Woolen Mills Co. is the largest buyer of woolsens in the northwest; few houses west of the Mississippi buy in as large quantities as we do.

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Its speedy action also makes it extremely favorable for impatient people. I am yours sincerely, George H. Bartlett, Mattapan, Mass.  
The moment you begin to use Pyramid Pile Cure, your piles begin to disappear. It heals all sores, ulcers and irritated parts. It is put up in the form of suppositories and is easy to use.  
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After you receive the sample, you can get a regular size package of Pyramid Pile Cure at your druggist's for 50 cents. If you do not want it, send us the wrapper and we will refund the 50 cents.